

FRISCO

All Aboard

FRISCO

NUMBER 7



*All aboard for
Christmas
Fun*



*Fast
Friendly
Frisco*



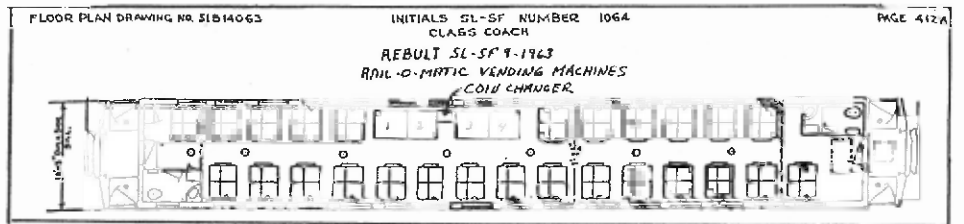
ROLLING WITH RAIL-O-MATIC

On June 7, 1963, a comprehensive "Passenger Train Report" was issued by the Industrial Engineering Department, Springfield, MO. The report was designed to review Frisco passenger service and equipment, and make recommendations for changes in the passenger department. One novel idea was the use of vending machines to provide passengers with meal service. Mr. Stanley McCarthy, of the Industrial Vending Company, proposed the installation of four machines; coffee, cold drinks, cold foods (sandwiches), and candy.

After a considerable amount of research and inquiry into similar types of service offered on other roads, Frisco coach #1064 was pulled into the West Coach Shops and remodeled to accommodate the machines. Four seats were removed from the center of the car and a window was removed to permit forklifting the largest machine into place. A new power plant was also installed to provide the necessary 120-volt current for the machines. On September 20, 1963, the coach, equipped with its "RAIL-O-MATIC" food vending machines, went into service on trains #3 and #4, the "Will Rogers," between St.



Frisco photo



Louis and Springfield. The "Automatic Food and Beverage Car," as it was advertised in an October, 1963, public timetable, remained in service for eight months. Mechanical problems and lack of passenger use resulted in the service being discontinued on April 30, 1964. In 1965, car #1064

was placed in extra service and in December, 1967, it was dismantled and sold for scrap.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco folk Robert Plough for providing information and materials for use in this article.

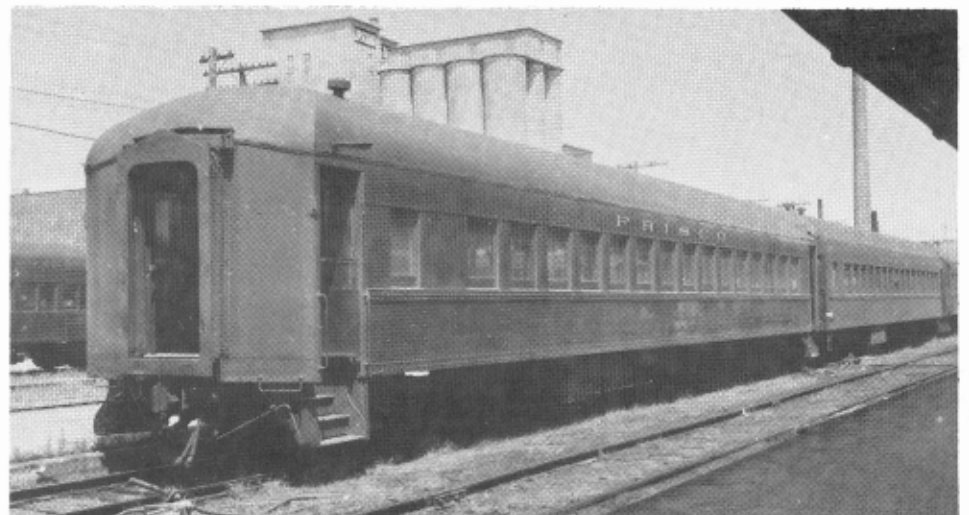
Welcome Aboard!

THE WILL ROGERS

You'll find food and beverage vending machines at the "Rail-O-Mat" on this train.

Iced Cold Drinks	10¢
Hot Coffee	10¢
Hot Chocolate	10¢
Milk	10¢
Fruit	10¢ and 15¢
Sandwiches	25¢, 35¢ and 40¢
Potato Chips	10¢
Candy	10¢
Pastry	10¢
Gum and Mints	5¢

We hope you have an enjoyable trip and that you return soon and often. Keep this as a souvenir of your trip.



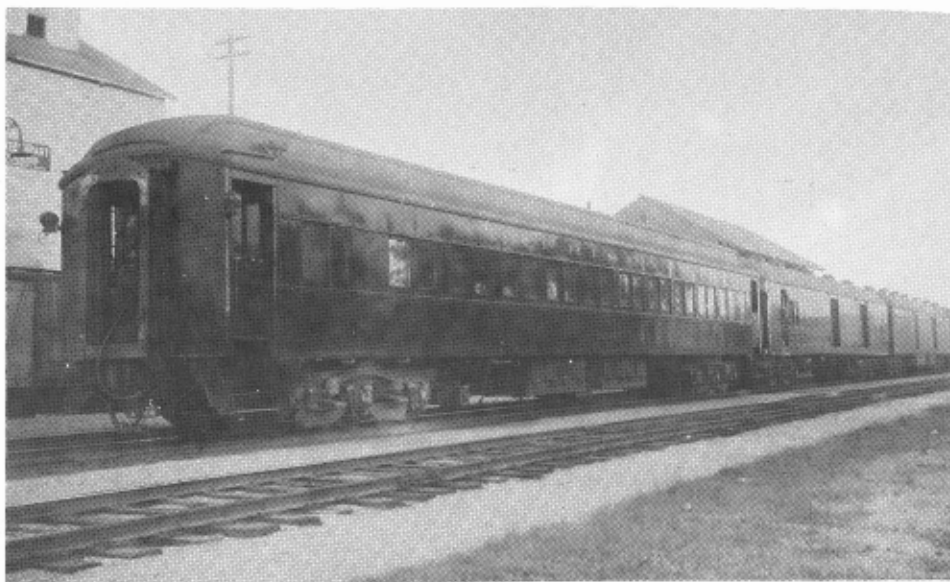
1100 SERIES PASSENGER COACHES

In May, 1923, the American Car and Foundry Co. built eight 70' steel coaches, Lot No. 9358, for the Frisco at the ACF St. Charles, MO plant. Built at a cost of \$22,724.48 each (A.F.E. #3307), the cars, Nos. 1101-1108, weighed approximately 162,000 lbs., rode on six-wheel trucks, and had vestibule entrances on each end. They had monitor roofs, were painted Pullman Green with gold lettering, and had an original seating capacity of eighty-eight. Four of the cars remained in service as coaches and four were converted to coach-snack buffet) cars.

Car No. 1101 was converted to coach-snack-lounge car No. 1601 in 1935. One year later, No. 1106 was similarly converted to No. 1606. In 1944, No. 1104 was converted to a snack-coach combination No. 1602, and in 1947, car No. 1105 was converted to a coach-snack-lounge car, No. 1603, the "Glendale."

Car No. 1601 (1101) was sold for scrap in September, 1964, and No. 1606 (1106) met a similar fate in May, 1959. Car No. 1602 (1104) was converted to Boarding Car #105494 in June, 1968, and was assigned to the St. Louis Wrecker Outfit. Its final disposition is unknown. The "Glendale" car, No. 1603 (1105) remained in service the longest of the four converted 1100 series cars. In 1954, it was painted in the silver and red "shadow line" livery for service on the Frisco-Katy "Texas Special." In 1962, it was repainted Pullman green and served trains 107-108, "The Sunnyland," until it was retired and sold in November, 1965. MODELERS NOTE: Car No. 1602 (1104) was the only one of the four converted 1100 series cars to be painted in the Zephyr blue and white war years livery.

In 1936, cars No. 1107 and 1108 were re-built by the Frisco. Their seating capacity was reduced to sixty-two due to the addition of two large wash rooms on each end of the car. The cars were equipped with Frisco standard shop made high cushion seats. They were 8" deep, 20" wide, and used "Foster" spring units with 35 1/2" long cushions. Both cars



No. 1103

Neodesha, KS 1950

Fred. M. Springer photo



had large tinted pictures on the bulkhead of the lounge rooms. Car No. 1107 had 18" new style luggage racks installed. The coaches retained the Pullman green livery for the duration of their service and were each equipped with ice cooled air conditioning units and "fish-belly" underframes. In 1965, both cars were assigned to extra service and remained in that capacity until they were retired. No. 1107 was sold in September, 1963, and No. 1108 was dismantled at the West Springfield Shops in June, 1965.

In 1945, car No. 1102 was rebuilt by the Frisco. Its seating capacity was also reduced to sixty-two with the addition of two large wash rooms. The remodeled coach was equipped with C & Ce Co. #831 revolving bucket type seats with no center arm rest and the 18" new style luggage racks.

One year later, 1946, car No. 1103 underwent similar reconditioning. Its seating capacity was reduced to sixty-two and it was equipped with A & W Co. #802F non-reversible bucket type seats and 18" luggage racks.

Both No. 1102 and 1103 had ice activated air conditioning units. MODELERS NOTE: During their 1945 and 1946 remodeling, both cars were fitted with streamline skirting and painted Zephyr blue and white. In 1950, they were repainted Pullman green and retained that color for the duration of their service.

Before being placed in extra service in 1962, No. 1102 was assigned to trains #807 & #808, "The Sunnyland" St. Louis to Memphis, and No. 1103 was assigned to trains #107 and #108, "The Sunnyland" Kansas City to Birmingham. Both cars were retired and sold for scrap in November, 1965.

A good starting point for modeling the 1100 series coaches is Athearn's #140-1854 /0' coach. For the Pullman green livery (Nos. 1107-1108) use Floquil #270-110045 for the body, sash, steps, trucks, and underbody equipment. The roof, handholds, underframe, and diaphragms are engine black, Floquil #270-110010. For the Zephyr blue and white paint scheme (Nos. 1102-1103) try Floquil dark blue #270-110050 for the body, steps, and hand holds. For



the center band and sash try Floquil Platinum Mist #270-110144. The trucks, roof, and underbody was Dove Gray which is a close match to Floquil SP Letter Gray, #270-110131. The underframe and diaphragms are engine black. The correct decal set for both versions is made by Champ, #PH-50. Good luck!



The NEW CAR SHOP is a regular feature of the Modelers Information Pages profiling commercially produced Frisco models and/or kits that can be modified for Frisco use.

The following is a list of the HO model diesels available in plastic, brass, or by kitbash.

SWITCHERS

EMD:

- SW1 AHM, brass
- NW2 Con-Cor "SW7"
- SW9 Athearn kitbash, brass
- SW7 Athearn "SW1500"
- SW1500 Car body on Athearn or Proto Power drive, Alco Models (brass)
- MP15 Con-Cor

ALCo:

- S2 Atlas, Cary, Sunset (brass)
- S4 Atlas, Cary, Sunset (brass)

Fairbanks-Morse:

- H10-44 Cary
- H12-44 Cary (metal bodies on Athearn or Proto Power chassis)

Baldwin:

- VO660 Hallmark (brass)
- Us4-4-6 Modified Athearn
- S12 Athearn
- VO1000 "Stretched" Athearn

GE:

- 44-ton Bachman, Keystone Loco Works
- 70-ton Keystone Loco Works

CAB UNITS

EMD:

- F3 Cary, Stewart, Model Power
- F7 Athearn
- F9B Modified Athearn shell

ALCo:

- FA1 Train Miniature, Lionel, Overland (brass)

PASSENGER UNITS

EMD:

- E7 Model Power, Hallmark (brass)
- E8 Rivarossi, Model Power (no visual difference)
- FP7 Atlas (out of production - good luck finding one)

ROAD SWITCHERS

ALCo:

- RS1 Atlas
- RS2 Model Power, Modified Stewart RS3

GE:

- U25B Stewart
- U30B Athearn (also, the U33B can be used to model a later U30B by removing the batwings at the rear of the shell)
- B30-7 Heavy-duty plastic kitbash, E & P (brass)

EMD:

- GP7 Athearn, Front Range
- GP15-1 Another heavy-duty kitbash or Hallmark (brass)
- GP35 Athearn
- GP38AC Atlas, Athearn
- GP38-2 Athearn
- GP40-2 Modified Atlas, Athearn kitbash (GP50 and SD40-2 shells)

- GP50 Athearn
- SD40-2 Athearn
- SD45 Athearn

NOTE: As of July, 1988, Front Range has announced possible manufacture of a GP35, GP15-1, and a GP40-2.

EDITOR'S NOTE: Thanks and a tip of the Frisco hat to Frisco Folk Bob Thompson for compiling the above list. If you are interested in corresponding with Bob concerning items on the list, his address is:

Bob Thompson
1206 E. Kirk, Apt. 10
Hugo, OK 74743

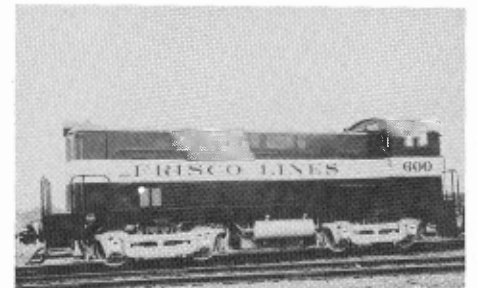


The MAIL CAR is a regular feature of the Modelers Information Pages in which we attempt to answer some of the many questions that are mailed to our RESEARCH SERVICE. If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All requests are answered individually and selected questions will appear in the MAIL CAR feature.

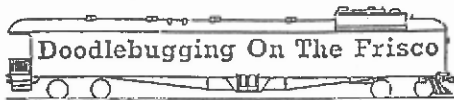
QUESTION: Did the Frisco ever have any blue and white diesels?

ANSWER: Yes. According to our records, twenty-two first generation Frisco switch engines were painted Zephyr blue and white with red lettering. Baldwin built VO-1000 series engines Nos. 200-219 were delivered between 1941 and 1944 in the blue and white livery, along with VO-660 units Nos. 600 and 601. The latter two engines were renumbered 60 and 61 in 1951.

EDITOR'S NOTE: The January "NEW CAR SHOP" will feature an article on modeling Frisco #219 in blue and white.



Frisco photo



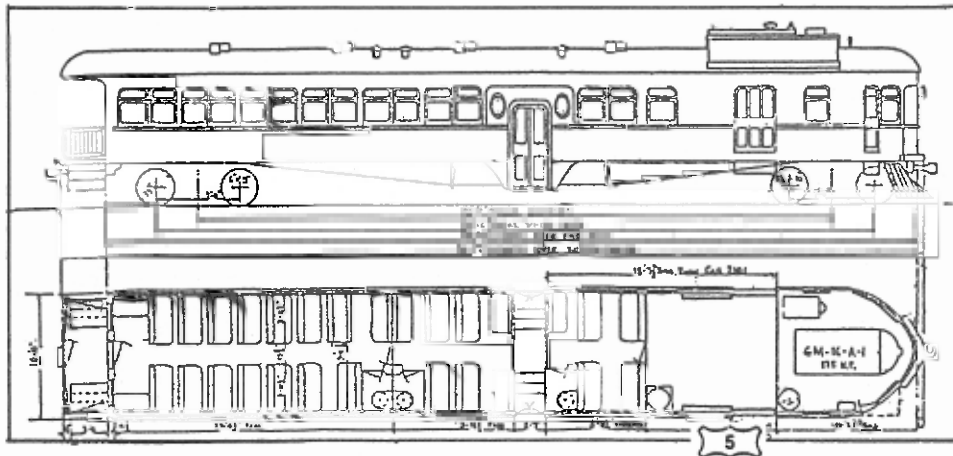
PART 9

Motor car No. 2103 was the fourth unit of Frisco's original fleet of ten. Numbers 2100-2105 were purchased by the Central Trust Company of New York and sold to the Frisco under the terms of Equipment Gold Notes Series Q, dated August 1, 1910. Cars 2106-2109 were purchased by the Guaranty Trust Company of New York and sold to the New Orleans, Texas, and Mexico Railroad Company under the terms of Equipment Gold Notes Series B, dated September 15, 1911.

Car No. 2103, serial #3714, was similar in design to car No. 2101. It was 70'2" long, 10' wide, and weighed 114,200 lbs. It was an all steel baggage-coach combination with a center vestibule entrance and open rear platform. The body was manufactured by Wason, Model #10400, trucks by ALCo, and the 175 H.P. GM-16-A1 engine and 205D traction motors were built by G.E. The first ten cars in the series were all assembled and sold as G.E. units.

The interior finish of the car was mahogany with a yellow pine floor. The inside arrangement of the car had a shortened baggage section to accommodate five additional seats in a compartment to the front of the center vestibule. This design was a departure and/or modification of the arrangement of cars 2100 and 2101 which both had straight baggage compartments forward of the center entrance.

EDITOR'S NOTE: Car No. 2101 (ALL ABOARD, September, 1988) was incorrectly listed as having seats in the forward section.



Number 2103 was placed in service in September, 1911, on the seventy-two mile Westville to Muskogee, OK run, trains 784 and 785 daily. In March, 1934, 2103 and sister car 2100 were dismantled and sold for scrap.



LOOKING BACKWARD is a monthly feature of the ALL ABOARD that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 100 years ago.

25 years - 1963

On December 6, 1963, it was announced that the new Frisco office building in Springfield was to be located at the corner of Mill Street and Ingram Mill Road. The building was to replace the existing office facility, a four-story structure on the corner of Jefferson Ave. and Olive St. NOTE: Both buildings are still standing. The old Jefferson Ave. location is now the "Landmark Building" and the Mill St. (now Trafficway) site is owned by Mid American Dairy.

50 years - 1938

Between October and December, 1938, 141 automobile box cars were remodeled in the Springfield Car Shops. The roofs were raised 11" to meet the new size requirements of auto models soon to be announced. Other car shop accomplishments for 1938

included the building of twenty-one cabooses, fifteen box cars, eight baggage cars, four combination cars, and three chair cars.

100 years - 1888

Equipment on the Frisco roster at the close of 1888 was:

Locomotives.....	91
Passenger Cars.....	51
Passenger & Baggage Cars.....	6
Passenger & Mail Cars.....	11
Passenger, Mail, & Baggage...7	
Postal Cars.....	6
Baggage Cars.....	24
Express Cars.....	3
Chair Cars.....	7
Dining Cars.....	2
Pullman Sleepers.....	8
Official Cars.....	2
Pay Car.....	1
Cabooses.....	91
Boarding Cars.....	4
Box Cars.....	2,033
Stock Cars.....	1,062
Gondola Cars.....	1,709
Refrigerator Cars.....	50
Flat Cars.....	25
Low Flat Cars.....	17
Short Mining Cars.....	60
Tank Cars.....	2
Wrecking Cars.....	3
Pile Driver Cars.....	1
Ballast Cars.....	60

GETTING IT CORRECT

"Frisco Survivors" (ALL ABOARD November, 1988) incorrectly stated that locomotive #4524 was donated to Springfield in the Spring of 1957. The correct date was November, 1954. The article also incorrectly stated that the engine was moved down West Lynn St. The correct street was West Calhoun St.

NEXT MONTH IN THE



Winslow, AR, The FRISCO FAMILY returns, Modeling a red, white, and blue VO-100, Frisco flat #3803, Doodlebugging on the Frisco, plus much more!

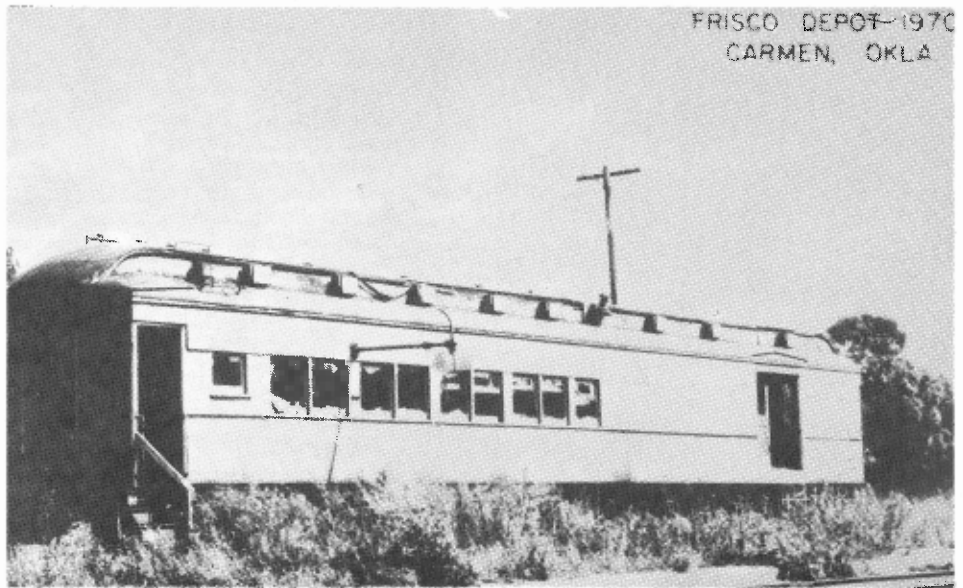


Down At The Depot

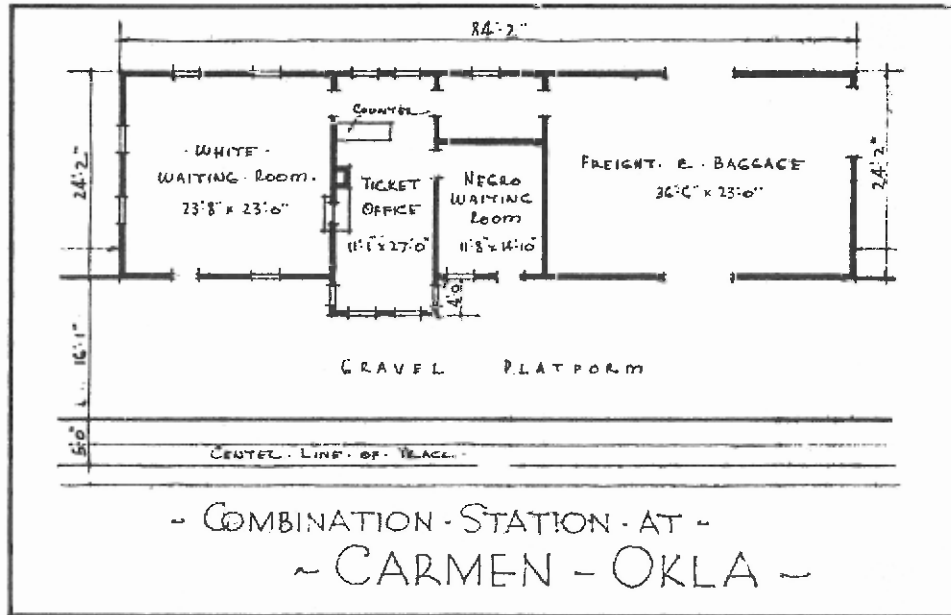
Carmen, Oklahoma

The years 1901 and 1904 were both uniquely related to the rail history of Carmen, OK, station Z589 on the Avard Sub-Division of the Frisco Division of the Frisco.

In 1904, a frame depot was built at Carmen, O.T. on what was originally the Arkansas Valley and Western Railway Co. Incorporated January 29, 1902, when the company was purchased by the Frisco on March 1, 1904, it owned 175 miles of standard gauge single track railroad, extending from a connection with the main line of the Frisco at Arkansas Valley and Western Junction, south of Tulsa, to Avard.



H.D. Conner photo



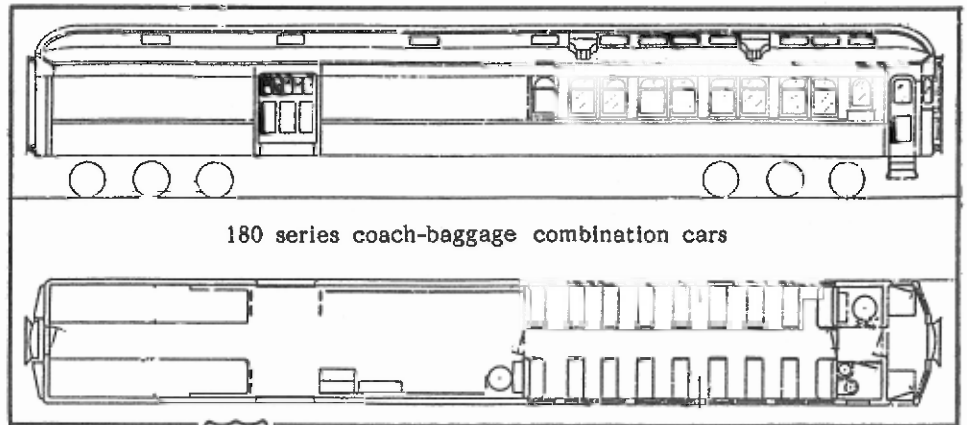
in service between Enid and Avard, OK. In an attempt to prolong its service life, the car was reconditioned at the Springfield West Shops in 1950. However, by November, 1956, the now fifty-five year old car was held for disposition and declared unworthy for any further repair. In May, it was charged off the books and disposed of in a rather interesting and unique way.

When the Frisco started closing, replacing, and up dating many of its old depots in the late 1950's and early 1960's, the 1904 frame depot at Carmen was replaced..... with the 1901 combination coach-baggage No. 184! The new "Car-men" depot ironically served as a freight only depot as passenger service between Enid and Avard was discontinued in 1960. ☐

The combination station was 84' by 24' and was divided into a white waiting room, ticket office, negro waiting room, and a large freight and baggage room. It had 2"x6" walls set on a pile bear foundation with a 1/3 pitch gable roof covered with shingles. The depot had 14' ceilings, was heated with wood stoves, had electric lights, and outside toilet facilities. The floor, walls, and ceilings were 3/4"x3 1/4" yellow pine and the exterior was covered with 1"x6" drop siding. The platform was gravel with a concrete curb.

(steel underframe, wood upperframe, and steel sheath siding) built at a cost of \$10,646.00 each. In 1931, car No. 184 was rebuilt as a thirty passenger combination coach-baggage car and placed

In April, 1901, the American Car and Foundry Co. built a series of five 60' baggage cars, Nos. 182-186. They were steel composite cars



President's Christmas Message



Shortly after the museum opened, I set four "unofficial" goals, all of which I wanted to see accomplished within our first three years of operation. One, to be financially self-sustaining; two, to have 100 members in our Frisco Folks family; three, to have a new facility; four, to have a piece of Frisco rolling stock.

Included in my long list of things to remember at thanksgiving was the following: One, the museum has operated in the "black" every month since we have been opened; two, Frisco Folk member number 100 was signed up November 7, 1988; three, we took possession of a 9,000 sq. ft. building on June 1, 1988; four, caboose #1139 was set in place on October 1, 1988 and paid-in-full on October 9, 1988!

During this year's Christmas celebration of giving, I would be amiss if I did not thank and publicly acknowledge those members and friends who have made 1988 a joyous and successful time and enabled us to reach those goals!

From our crew to yours.....

MERRY CHRISTMAS & A HAPPY NEW YEAR!

Frisco Folks:

Allen Johnson
C.C. Roberts
Howard D. Killam
John Randick
Nadine Johnson
Richard E. Napper
Ron Fields
Scott Barber
Matt Collins
Francis Luttrell
James Dawson
Larry E. Shankles
Micheal E. Bigler
Paul Johns

Richard L. Brockelmeyer
Willard L. Savage
Donald L. Keeney
Gene Lohmeyer
Jan Edward Jester
Nancy McKay
Phil Henson
Robert W. Eckert
Ron Wagoner
Bill Heiss
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Dr. Lawrence C. Pakula
Jim Shane
John F. Jones
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Brad Stone
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Carl Dahlman
Charles E. Brand
Christopher A. Trumbull
Clifford R. Johnson
Dale Rush
Dan Sanger
David & Phyllis Singleton
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Judy Matteson
Karl Brand
Kenneth McElreath
Kevin R. Johnson
Larry Parrish
Loren C. Aldrich
Marshall R. Napper
Mary Gregg
Max Herzog
Michael Hunter
Mr. & Mrs. Ed Heiss
Nicholas E. Smith
Norm & Karen Florup
P. Allen Copeland
Paul Brand
Raymond E. Millemann
Rick L. McClellan
Robert C. Barling
Robert King
Robert F. Read
Robert M. Still

Ron Potenger
Sally Lyons McAlear
Stacey A. Jones Humble
Steve McElhany
Tom Mann, Jr.
Verma Lea Welsh
Warren G. Herman
William L. White
James J. Lilly
Virginia Myers

Frisco Friends:

Those who have made contributions to the museum in terms of items of memorabilia, volunteer time, and monetary donations.

Greg Porterfield
Eugene Gay
Garry Corson
Tim Kubat
Steve Squibb
Jim McCloud
Chuck Mahaffey
Richard Napper
Matt Collins
Wade Lauderdale
Bob King
Bob Wright
Jim Elliott
Scott Maslar
Bob Davis
Warren Hall
Charles Dischinger
C.C. Roberts
Jim Marsh
Leo & Irene Sparkman
Ron Wagoner
Gary Chronister
Judy Matteson
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David Gaines
Loren C. Aldrich
Jan Jester
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